

# Seattle Chapter News



Seattle Chapter IPMS/USA  
October 2006

## PREZNOTES



The last few weeks have been rather “eventful” to say the least with my baseball team winning it all and then the day after, Jill taking a fall and tearing a hamstring (you would’ve thought it should have been me whilst playing ball). Needless to say, I’ve not had any time whatsoever to do important things like work on a model or write this column. More like cooking and cleaning and helping Jill out about the house. As this is written (just a wee bit past deadline) she is doing much better and is able to get up and about the house. And I’ve found my way about the kitchen and haven’t (as yet) screwed up a load of laundry. No surgery is required and she starts physical therapy this week. Maybe in a week or so she’ll be able to get into her car and drive on her own.

All that being said, I’m going to turn my column over to one of our members who has a general comment about goings on at some of our recent meetings. Carry on...

### Bob’s Not Here

As in: Robert’s Rules of Order. We don’t use them to conduct IPMS Seattle meetings. We like things casual and friendly, not formal and rigid.

Being casual, however, shouldn’t lead to our being unmannerly to each other.

Most of our monthly get-togethers consist of announcements and Show-And-Tell. All that’s required is that we listen to whoever’s speaking, at the moment. Everyone gets a chance to talk...but only one at a time.

Remarks tossed out between announcements, or between one Show-And-Tell presentation and the next, are fine. But conversations should never take place at meeting room tables while someone is

trying to talk. It’s hard enough for someone who’s not an experienced orator to speak in front of a roomful of people...it’s hard enough for a roomful of people to hear and understand somebody who’s not an experienced orator. And it’s especially bad to talk while one of our Junior members is speaking.

Please, fellow members: let’s not make it harder by chatting away at neighbors. There’s time before and after our meetings to do that. At least, if you have such urgent business with another member that you’re willing to miss some announcements or Show-And-Tell presentations, it’s easy enough to retreat to a table at the back of the room, or even the lobby. Please do so...and don’t prevent the rest of us from missing things we gather to hear!

Thank you for your comments and good words to remember for our next meeting.

And this just in from Meteor Productions:

### Meteor Donates to IPMS Chapters

Effective immediately, Meteor Productions, Inc., will donate one \$25 gift certificate per

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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The IPMS Seattle 2006 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**October 14**  
**December 9**

**November 11**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ (FIRST) \_\_\_\_\_ (LAST)

(leave blank)

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA** P.O. Box: 2475 North Canton, OH 44720

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

**Sci-Fan 2006**

**Friday - Saturday, October 13-14**

**Sci-Fan 2006.** This two-day event features hundreds of the best fantasy figures, spacecraft and robots in the northwest. Schedule: Friday, 12 noon - 7 PM, Contest Entry and Display; Saturday, 10 AM - 12noon, Contest Entry and Display. 1:30 - 2:30 PM, Closed for Judging; 4 PM, Awards and Door Prizes.

Galaxy Hobby, 196th & Highway 99, Lynnwood.

Phone: 425-670-0454; E-mail: [info@galaxyhobby.com](mailto:info@galaxyhobby.com) ;

Web site: [www.galaxyhobby.com](http://www.galaxyhobby.com)

## 2006 NorthWest Scale Modelers Show DVD

by Jim Schubert

The eight chapter headings of this well done DVD, privately produced by Tim Nelson, tell you pretty well what it's all about:

1200 Some Odd  
Galaxy Make & Take  
Brits & Germans  
Havin' Fun  
Wheels, Treads, Hulls  
McBoeDougGrimMarHeedRop  
Russo - Japanese, Etc.  
Bring all Your Models (and after the show – take them all home again!)



The DVD shows the 2006 NWSM show, held last February at the Museum of Flight in Seattle. The introduction is provided by a news spot from NBC's Seattle affiliate, KING-TV. Well chosen, smooth, danceable Big Band music of the '40s and late '30s plays throughout to back up the hundreds of scenes from the show floor. The running time is approximately 25 minutes. The show was reported on in the March issue of this newsletter and in Internet magazine Internet Modeler  
<http://www.internetmodeler.com/2006/march/features/nwsmws.php>

If you go to those reviews of this year's NWSM annual Winter Show you will get a

good, albeit brief, preview of the contents of this professional-quality DVD.

A few shots deserve especial attention:

Following Jim Dietz's presentation on his aviation art are shots of, first, master scratchbuilder John Alcorn with Jim and then Jim with aviation artist John Amendola. There is also a lovely shot of Alcorn's award winning 1:24 scale De Havilland DH.9A "Ninak". Another shows the Museum Of Flight's new CEO Astronaut Dr. Bonnie Dunbar chatting with Tim Nelson, the producer of this DVD. The scenes of the kids participating in the Make & Take are charming; the pleasure of the undertaking making even sour-pussed old farts warm up and grin.

At only \$5, this is good, inexpensive entertainment for modelers. It's also very good, I've found, as an introduction to our little world for your non-modeling family members and friends.

Contact Tim at [timndebn@comcast.net](mailto:timndebn@comcast.net) or at one of the meetings to get your copy.

## 2007 NorthWest Scale Modelers Show

by Tim Nelson

Save the dates: February 17-18, 2007. That will be the weekend of the next NorthWest Scale Modelers show, the largest showcase of modeling in the Northwest. As always, the show is a display, not a contest. All modelers are welcome and encouraged to show off their collections.

For 2007, the display will be organized by modeler. In other words, you put all your models together in the same area. No grand, pretentious theme. No trotting your models all over the museum on Saturday and trying to fetch them on Sunday.

However, we are going to play up the various and eclectic interests each of us

have as a theme in and of itself. More info in the coming months.

Galaxy Hobby plans to be back on Feb 17 for their ever-popular Make 'n' Take program. And, we have a great speaker for the show: Dr. Bonnie Dunbar, President/CEO of the MOF and five-time shuttle astronaut. She will speak at 2 PM on Feb 17 in the Allen Theater.

Need I say it? **Bring all your models!**

## 1949 Schneider, 2007 Nationals

by Tim Nelson

At the August meeting, I proposed we target the 2007 IPMS/USA Nationals in Anaheim, CA for a group entry of our 1949 Schneider Trophy Race project. The dates for the 2007 Nats (I believe) are August 22-25.



If you are going down in person, great. If not, there are plenty of others making the trip who can transport some extra racers. There will be no better logistical opportunity in the near future to stage this display.

Let's show these wonderful racers off one more time. Make your plans - we're goin' to Disneyland!

## McMinnville Show Report

### article and photos by Tim Nelson

The McMinnville, Oregon show, held on September 16, was the best in several years in my opinion. There were about 450 models entered, an increase of almost 100 from 2005. Quality was generally quite good. Included are photos of models that caught my eye, either due to workmanship or subject matter.

The Seattle contingent fared well, thank you very much. My recollection of significant achievements by the hometown boys follows. My apologies for not being complete, but hopefully others who attended are encouraged to correct or add as appropriate:

#### “Best Of” Awards

Best of Show Judges’ Choice, Best of Show Peoples’ Choice, Best Figure - Steve Cozad’s Pharoah Ramses on Chariot

Best Royal Air Force Subject, Best Airfix Subject - Les Knerr’s Buccaneer

Best Use of Weathering - Bob LaBouy’s LCM

Best Post-WW2 Armor - Jacob Russell’s M-1A1

Best Diorama - George Stray’s Char B1

#### Category Placements

3rd place, 1/72 and Smaller - Carl Kietzke’s YS-11

1st place, 1/72 single prop - John Frazier’s P-40N

3rd place, 1/48 single prop, Allied - Terry Moore’s TBF-1

2nd place, 1/72 single jet - Daniel Carey’s F-4D Skyray

3rd place, 1/72 single jet - Daniel Carey’s A-4C Skyhawk

1st place, 1/72 multi jet - Daniel Carey’s F-18F

1st place, 1/48 single jet - Gary Meinert’s F-8J

2nd place, 1/48 multi-jet - Les Knerr’s Buccaneer

1st place, 1/32 jet - Les Knerr’s F-4C

HM, 1/32nd jet - Bob LaBouy’s A-7E

1st place, civil/airliner/racing - Tim Nelson’s Focke-Wulf A.16

2nd place, civil/airliner/racing - Gerry Nilles’ Boeing 377

3rd place, civil/airliner/racing - Terry Moore’s F6F “Golden Nugget”

3rd place, flights of fancy - Tim Nelson’s “Miss Chiquita”

3rd place, biplanes/vintage - Gerry Nilles’ P-26

1st place, 1/48 armor - Mike Medrano’s Sherman

2nd place, 1/48 armor - Carl Kietzke’s VW Bug

3rd place, 1/48 armor - Mike Medrano’s Panther

3rd place, 1/72 armor - Jacob Russell’s M-1A1

1st place, 1/35 armor - Les Knerr’s T-72

2nd place, 1/35 Armored Cars and Soft-Skinned Vehicles - Bob LaBouy’s DUKW

1st place, Towed Artillery & Missiles - Bob LaBouy’s PAK 43

3rd place, Towed Artillery & Missiles - Bob LaBouy’s M-59

2nd place, Auto, competition closed wheel - Everett Quam’s ’69 Cougar

3rd place, Auto, competition closed wheel - Everett Quam’s Mitsubishi Lancer

1st place, commercial trucks - Everett Quam’s Boeing Facilities Shop Truck

3rd place, motorcycles - Carl Kietzke’s Midget Tri-Car

HM, motorcycles - Jon Fincher’s Norton F1C

2nd place, auto curbsides - Carl Kietzke’s Daihatsu Midget Japanese Postal Service

2nd place, ships - Bob LaBouy’s LCM Landing Craft

3rd place, submarines - Gerry Nilles’ USS Gato

1st place, 54mm figures - Stan Kozad’s French Infantryman 1807

1st place, larger than 54 mm figures - Stan Cozad’s Brigadier General Meaghan

HM, larger than 54 mm figures - Stan Cozad’s Clown Head

1st place, mounted figures - Steve Kozad’s Pharoah Ramses on Chariot

1st place, armor diorama - 1st George Stray’s Char B1-bis

2nd place, sci-fi diorama - Les Knerr’s “Duel”

3rd place, sci-fi diorama - Stan Kozad’s “Professional Walking his Dinos”

1st place, space fact - Tim Nelson’s Chinese CZ-2F

A complete list of winners, plus some more photos, can be found at: <http://www.geocities.com/oregonshow/>







## Conversion: 1/48th Scale AMT Douglas A-20B to French DB-7

by Stephen Tontoni

### Introduction:

The DB-7 started life as the Douglas Bomber, Model 7a. When the Model 7a was modified to the Model 7b, Douglas moved the wings to the shoulder of the fuselage, dropped the engine nacelles under the wings rather than center mounting, modified the depth of the fuselage, ...really changed it into a totally different bird that lead to the A-20 series. Unfortunately, the USAAC didn't yet have a great deal of interest in the 7b as it pinned its hopes on the North American entry (B-25).

The French, on the other hand, were very impressed by the Model 7b's performance. They were desperate to purchase anything modern with which to oppose the imminent German aggression, and requested that Douglas modify the nose of the Model 7b to accommodate smaller 7.5mm machine guns, slim the fuselage at the tail, redesign the fin/rudder...in short, redesign much of the aircraft (again). The redesigned export aircraft was called the DB-7. For me, some of the confusion in unraveling the story of this aircraft was the nomenclature; Douglas Bomber, Model 7b sounds an awful lot like DB-7 to me. Although they sound like twins, they are kissing cousins at best. The A-20, on the other hand, had much more in common with the DB-7 than with the Douglas prototype aircraft. This conversion backdates the A-20B to the DB-7, an earlier airplane, incorporating a considerable number of modifications. (The only dedicated kit I know of the DB-7 is the Highplanes 1/72nd scale kit)

For the French, ordering these aircraft to oppose the German aggression went nearly for naught; most were diverted to Great Britain (becoming Havoc Mk.I's) at France's fall. A few that were delivered went into Vichy service (which I modeled) and most were mauled on the ground prior



to Allied operations in North Africa. A handful survived the war.

### Modifications:

**Fuselage, Tail:** The most visible part of the conversion was the vertical DB-7 stabilizer and rudder. In order to do this, I photocopied the excellent 1/72nd pull-out drawing by Richard Caruana of the Douglas Boston/Havoc Mk. I/II from Warpaint No. 32 *Boston/Havoc* to 1/48th scale. I then carefully cut out the tail from that copy, and traced the shape directly onto the kit parts with a permanent marker. I used a sharp scalpel to separate the rudder from the fin, and cut and sanded each to shape until it matched the contours of the drawing.

Knowing that the DB-7 fuselage cross-section near the tail needed to be very slim compared to the A-20 family, I glued in strips of Evergreen styrene to bulk up the interior, so that I could carve out the tapered tail. I spent a lot of time in front of the TV, hacking and grinding away at the tail to slim it down. There's a sort of dorsal fin/bumper under the tail of the A-20 and the DB-7, but they are slightly differently shaped and placed. I sliced off the A-20

part, and replaced it with Evergreen card stock, and cut it to shape.

**Fuselage, Nose:** The A-20B nose is roughly 12" (4.72cm) longer than the DB-7 nose. Happily, 12" scales out to .25" (.098cm) in 1/48th scale, so I simply lopped off 1/4" from the nose assembly, starting at the first bulkhead forward of the windscreen. I glued the clear part onto the kit nose insert, shaped it more like a DB-7 nose (rounder), and then had a friend vac that assembly for me. To this point, no parts had been assembled and no paint had been shot; it's mostly been shaping and carving so far.

**Bombsight:** Knowing how clear that vac glazing on the nose would be, it would be fairly obvious to the experienced eye that this airplane would have had a bombsight, but not a Norden. So what of this Bronzavia sight? I did as much research as I could, finding scant little to be able to build anything like this sight. I called around, then emailed a list of Seattle modelers, and heard nothing for a while. I tried Hyperscale's discussion forum (<http://www.hyperscale.com>) and got an immediate response from Michael Kirk of Switzerland. He sent a JPG image scanned from a

book in his library that was adequate for me to build a sight. Andrew Bertschi, one of our Seattle guys, followed through later with several links to websites that had excellent photographs of this sight. I was able to build a reasonable facsimile from brass rod and styrene bits.

**Engines:** The kit engines represented Pratt & Whitney Double Wasp R2600 engines while the DB-7 used Pratt & Whitney R1830 engines. I started with a spare 14 cylinder engine that looked likely, then modified it to better resemble the 1830. Once I was happy with that engine, I cast it using RTV and ran resin engines from it. In fitting it in the kit cowl, which should have been very large – I thought – it was actually a close fit. So I did more research on the two engines. As it turns out, they are both 14 cylinder engines with somewhat differing gearboxes. While the R2600 has a diameter of 55” (21.65cm), the R1830 has a diameter of 48” (18.89cm). This 7” (2.75cm) difference works out to be .145” (.057cm) in 1/48th scale, or .07” (.0275cm) all around; in short, the difference in size is negligible. So I tossed the resin engines I’d mastered, modified the gearboxes of the kit engines, and duded them up with wire pushrods and lead wire ignition cables.

**Engine Nacelles and Cowlings:** First, regarding the .07” (.0275cm) difference that would be reflected in the cowling, I simply used a coarse file to remove material all around the outside until it looked about right. Second, the carburetor intake on the top of the engine nacelle is much smaller on the DB-7 than on the A-20B. I built the scoops in situ like long boxes out of card stock, and carved and sanded them to shape. As for the engine nacelles, a couple modifications had to be made; the engine nacelles on the DB-7 are clearly blunter on the trailing edge than the A-20. It was quick work to hack off enough of the nacelle until the trailing edge matched up with the trailing edge of the wing root, then glue a styrene block on the end and file and carve it to shape. Then I knocked off all the small exhaust ports with a sharp scalpel (comment: AMT plastic is soft and can be cut easily with a sharp scalpel; this was fun) and measured and cut out where

the cowl flaps and exhaust would go on the conversion. I replaced with styrene I cut out with plastic card, and use aluminum tubing for the exhaust. I also used sheet styrene to cover the air intakes inboard of each engine nacelle.

### **The Build:**

I decided to use the Lone Star resin interior for the A-20B, figuring it would be fairly close in arrangement to the DB-7. I added throttle levers, putting them in the far forward position; for a French aircraft, that is full off. For an A-20, the levers full forward would have been full on. I have kidded a lot of people, saying that yes, I also replaced the A-20 instrument faces with metric ones! The first thing I did with the resin set was to remove the life raft, and replace it with a True Details resin life raft. This fits into a compartment right behind the pilot’s seat. After painting and assembling the resin interior (consisting of cockpit floor, seat/bulkhead, and life raft compartment), I attached the cockpit interior to the nose gear wheel well insert (which made up part of the cockpit floor). The fit, however, wasn’t great and it wasn’t much better than the kit parts. I changed plans; I left the resin fuselage sidewalls on, which looked great, then removed the rest of the resin interior. I end up using part of the kit cockpit floor and bulkhead, attaching it to the resin wheel well insert, and added Evergreen slotted sheet styrene for the life raft compartment. Kit bashing, even with aftermarket parts – or especially with aftermarket parts – is very rewarding. After everything was built, and the painting was done, I installed the Lone Star pilot’s seat, which is excellent. The observer’s compartment was built to kit specs, only adding some photo-etch seatbelts.

To build up the nose, I cut the bombardier’s floor a little bit short to fit the new vac glazing, then added a bit of detail and installed the Bronzavia bombsight. There’s a little black control panel on the left of the floor there which I noticed in a couple of pictures, although I lacked a real detail shot. I took one of the control panels off a kit fuselage sidewall, and glued that

in place there, and it looked convincing enough. The bombardier’s floor butt-joins the fuselage bulkhead. This bulkhead, in turn, served as a flange to which I glued the vac nose glazing. Since the vac glazing is much thinner than the kit clear part, the inner diameter doesn’t fit the flange well. I used lead wire and glued it to the flange to give the vac some gluing surface. The lead wire can be seen in a couple of build photos, but after painting, it’s not visible.

The vac nose glazing was an interesting challenge on several different fronts; first, as I said in the modifications section, I used the kit clear parts attached to the kit fuselage parts to make a buck from which to form the vac glazing. Theoretically, this approach was very sound, but the draw for the vac was so deep it actually punched right through on the first attempt. In further attempts, there were creases in it that were unacceptable. I finally hit on the idea that the top of the glazing needed to be perfect, but the underside could be a wreck that I could fix, since it needed to be painted in any case. So the last two draws, (one was a spare that I never used) we put the buck in the vac machine platform on a smallish pedestal, held at an angle. This caused all the creasing to happen UNDER the piece, not in any place that would be visible. Once that was done, I cut the buck out of the piece and dressed the good edges. I just stuffed the underside with Epoxy Sculpt after the piece was attached to the fuselage. This, in fact, was a very bad idea. I should have stuffed the entire nose glazing under the bombardier’s floor with Epoxy Sculpt; it would have given me something to drill against when drilling out the 7.5mm machine gun ports. What happened was potentially disastrous! When I drilled out the ports, it introduced a bunch of plastic junk inside the nose glazing where I didn’t have a chance of cleaning it out. When displaying the model now, I tap the side of the fuselage to encourage those little plastic bits to fall under the bombardier’s floor.

In order to build up the framing of the glazed nose, I placed Chartpak drafting tape where the framing would eventually be painted. Depending on the width of the



framing, I used single or double width. This can be seen in the picture. (Also visible in the picture: scratchbuilt carburetor intake on the starboard engine, Panavise to hold the model with bicycle inner tube to prevent scratching the model, and my brown grass. I don't water my lawn, and it rains much less in Seattle than people think!) After attaching all the tape for the framing, I used Ambroid liquid mask to cover all the clear bits. You have to put that on very thick and it takes several days to really dry. I used a brand new #11 scalpel blade to cut the mask, following the drafting tape as a brake. Only the newest scalpel blade will be effective; even after several days of curing, it was like cutting Jell-O. I then removed the Chartpak tape, leaving the mask behind, and proceeded to paint as usual. I made a very interesting discovery about Ambroid liquid mask which I will share later in this article. It's not up there with Dr. Jonas Salk discovering the polio vaccine, but it's pretty cool nevertheless.

Things started to fall together very quickly once these major challenges (the tail and the nose) were completed. I had a lot of filling to do, and used Tamiya putty for quite a bit of it. I realized after this, however, that I had to rescribe a lot of lines, and Tamiya putty doesn't scribe well. Apoxy Sculpt, on the other hand, scribes pretty much the same as the surrounding styrene. I would have saved time had I used Apoxy Sculpt from start to finish! Spending less money frequently means spending more time; use the best materials if they are at your disposal.

A problem area on this model is the landing gear; the main landing gear, if built to kit instructions, are very spindly and don't have positive support. I drilled holes in the wing and in the landing gear, and installed brass rod to strengthen the main gear. I did this very late in the process; if I had this to do again, I'd have drilled the holes earlier. I used True Details resin flattened (FLAT!) tires, but I sanded them a little bit less flat before painting them.

Once I had masked all the clear parts (I used Tamiya tape to mask the canopy/



windscreen and observer's hood, using the same Chartpak tape system. Since the surfaces were much simpler, I didn't bother with the liquid mask. In retrospect, I wish I'd used tape for all clear parts; it was much easier to use than liquid mask. Then I shot the clear parts with interior green to get the insides of the framing the right color; a lot of that would be visible. Since I had a lot of surface imperfections, I shot Mr. Surface 500 over the entire surface of the model. And I watched my panel lines disappear! I ended up sitting on my deck, re-scribing most of the model! Mr. Surfacer is a great product, but I should have used 1000 instead of 500; that was just dopey on my part.

I think I took a little break from the model for a while in here... everything needs an intermission!

### **The Painting:**

I decided on a Vichy scheme that I found in the Histoire et Collections book on French Aircraft of WWII. This meant that I had a number of bright colors that would have to be applied. Over the Mr. Surfacer, I shot Floquil Reefer White on all the areas that would take bright colors later on. This

included the cowls, tail feathers, and wings (the blue/white/red stripes). After masking, I shot Floquil Reefer Yellow. I used Tamiya masking tape for the most part. On the tail feathers, the stripes are uniform, so it's a matter of measuring and laying down the tape; it's not rocket science. On the engine cowls, however, the stripes have to go over some curved surfaces. I measured the width of mask I'd need and cut a piece of sheet styrene that length and width. Then I cut gradual tapers into the end of that; this became my template for cutting my masking tape. I stuck Tamiya masking tape to a clean mirror (clean so there is better adhesion later) and cut the taper, following the template. Again, I used a very sharp scalpel blade. I applied each stripe mask and only had to fudge a little bit; it was fairly painless. After shooting the red (I believe I used Testors Modelmaster Insignia Red), I masked and free handed the camouflage colors. I used Floquil Military Classics throughout: French Lt. Gray undersides, French Khaki, Chestnut, and Dark Blue-Gray for the upper surfaces. Floquil shoots very cleanly and dries quickly; I was shooting several colors in each session, only pausing if something needed to be masked, in which case I'd go



do karaoke or something to give it a chance to cure. After I shot the last camouflage color, I allowed it to cure a couple days before coming back to mask and shoot the blue (I believe I used Floquil USAAC blue).

When I removed the masking, I was horrified to see that rather than inboard-to-outboard blue-white-red stripes they were white-red-blue, with blue on the outside. A few well chosen words later (and I think I went off to karaoke again!) and I was back at it the next day. I masked, and used Floquil Dark Blue-Gray to cover the errant blue, and then shot the various camouflage colors in order to get back to a starting point. I masked and shot the blue stripe where it belonged! I noticed that where the 'old' blue stripe had been was a little proud, but a few swipes with a Scotchbrite pad took care of that.

### The Decaling:

I used Duracryl automotive lacquer for a clear coat prior to decaling. Duracryl goes down pretty hot, so it's best to put it down in very light mists, letting it get heavier as you progress. By that point, the plastic and paint will be safe.

Once that had cured, I started the decaling process. I got my decals from many sources. First, I got the squadron insignia for the tailfin from a Seattle modeler who wishes to remain nameless. I provided him with a JPG image of the insignia, and he produced the decal well before I'd even begun painting the model. The French insignia came from an Iliad sheet; the Iliad decals are now my favorite. I tested with Micro-set decal setting solution, then decided to escalate to Solvaset. These decals didn't respond immediately to Solvaset; I had time to jockey them into position before they started to get soft and wrinkle. Once they were wrinkly, the decals were hearty enough that I could use a wet Q-tip to roll out any bubbles, excess water and Solvaset. Once dry, they looked like they were painted on, even before hitting them with Dull-Cote. The aircraft numbers on the fuselage were from a Superscale sheet of Luftwaffe numbers. They also went down nicely with Solvaset. I made the aircraft identification numbers for the rudder in Word, and laser printed them at a local copy shop. I did a whole range of font sizes before I figured that 9pt was about right. The font I chose was Arial regular. The only modification to the Arial font I needed to do was move the 'o' in No

up as can be seen in the pictures. I couldn't find any font on my computer with that style.

### The Weathering, This and That:

Over the Duracryl and decals, I shot all the panel lines with ultra-thinned Floquil Grimey Black. After that dried, I used a Scotchbrite pad to swipe at anything not really a panel line. Of course, you can't get it all, but the overall effect is quite good.

After everything was given a bit of a rest, I shot the entire model with Testor's Dull-Cote. I still like this stuff a lot; it makes for a drop-dead flat. I was surprised at how many surface imperfections disappeared with the flat coat; suddenly this wasn't looking so terrible!

My next adventure was removing all the masking on the clear parts. The observer's hood and the canopy/windscreen were not news-worthy; it all went according to plan. When I removed the Ambroid mask from the nose glazing, however, it was a different story. (This is the a-ha moment I referred to earlier). Some of the Ambroid came off just fine and looked great. I had Futured it which makes for a very clear part. Some of the Ambroid, however, left residue. I couldn't get it off for anything. I decided to try to camouflage the damage the best I could using Future. I daubed on Future with a paintbrush, kind of scrubbing at the panes that had Ambroid residue. Before I knew it, the panes turned crystal clear! Future is a non-wax floor polish that is designed to dissolve itself on subsequent applications. With this application, I don't know if the Future was dissolving the Ambroid (green Jell-0-like stuff) or dissolving the Future under the Ambroid. Whatever the case, it worked!

As for other doo-dads, I drilled a small hole in the tail to take navigation light. I used a bit of fiber optic and picked up a ball of thick CA glue and blew on it until it cured. I had to do that several times before I had one I liked. Then all I had to do was



*Continued on page 14*

## Brigade Models 1/72nd Scale Spitfire Mk.XII Conversion

by Jacob Russell

The Spitfire Mk.XII was the first variant powered by the Rolls-Royce Griffon engine. It was an interim version based on existing Mk.VIII and Mk.IX airframes. The prototype, DP 845, was a conversion of a Mk.IV airframe which first flew on November 27, 1941. The 1,720 hp Griffon engine was mounted ten inches further forward in the airframe than the Merlin engine and this increased the overall length to 30 ft. 6 inches (or 30 ft. 10 inches, depending on which references one consults). A larger four-bladed propeller was needed to absorb the greater power and this rotated counterclockwise, which proved to be an unwelcome surprise to Spitfire pilots used to the clockwise rotation of the Merlin. A much larger spinner was also fitted. The Mk.XII used the Mk.Vc wing with clipped wingtips, and armament consisted of one 20mm cannon and two 7.7mm machine guns per wing. 100 planes were built. 45 were based on the Mk.IX airframe and had non-retractable tailwheels and 55 were converted from Mk.VIII airframes with retractable tailwheels. All 100 planes had the Mk.VIII broad chord rudder.

The Mk.XII was used by two squadrons, Numbers 41 and 91, for home defence duties and was in service for only one year. The Mk.XII performed best at low altitudes and was very successful in



countering the Luftwaffe's "tip and run" nuisance raids on British coastal targets.

The conversion kit comes packed in a sturdy cardboard box and is designed to be used with Italeri's Spitfire Mk.Vb kit. It consists of eleven parts - two fuselage halves, two upper wing halves, two broad chord rudders (one of which is applicable to Brigade's Seafire conversion set), four propeller blades, and a spinner. The moldings are the limited run type one associates with manufacturers such as Pegasus and Ventura and feature large sprue gates. The parts are well molded, panel lines are well done and there is good rivet detail, which is both raised and recessed where applicable. There are sink marks on the trailing edge of the upper wing halves and the distinctive fishtail exhaust stacks are poorly depicted. The spinner lacks a separate backing plate and location points for the propeller blades. The blades themselves are thick and will benefit from reshaping with a sanding stick. No wing cannon are provided but

there is a scrap view on the instruction sheet for those who want to scratch build these items. The instruction sheet is a two sided black-and-white sheet with a detailed set of assembly instructions, a decal placement diagram, and a camouflage pattern drawing which can be

enlarged to make painting masks. The decal sheet is well printed and in register. It includes one set of national insignias, with separate centers for the roundels, a Sky fuselage band, one set of stencils, and markings for five different aircraft. Two of these have the fixed tailwheel - EB\*H, MB794, 41 Squadron and DL\*K, EN625, 91 Squadron. The other three planes - DL\*V, MB831, 91 Squadron, EB\*B, MB882, 41 Squadron, and EB\*D, MB858 of 41 Squadron used the retractable tailwheel. Incidentally the fuselage codes and fuselage band are an accurate shade of Sky, a color which some decal printers have failed to capture. All five decal options are in the standard mid-war RAF colors of Ocean Grey/Dark Green/Medium Sea Grey. You will need to raid the spares box for a retractable tailwheel, tailwheel doors, covered wheels, and gun barrels as these are not included in either kit.

I checked the conversion parts against 1/48th scale plans reduced and photocopied from *Aircraft Modeler International's Spitfire Special* and 1/72nd scale plans from the *Modeler's Datafile #5*. I also used a 1/72nd scale ruler given to me by Jim Schubert. I measured the fuselage length on both sets of plans and then laid one fuselage half on the scale ruler. The fuselage measured just under 27 scale feet, versus a fuselage length of 27.5 feet on the former set of plans and approximately 25.75 ft on the latter. Then I measured one of the kit upper wing halves and found that it measured 8 scale feet in chord at the wingroot and 14.25 in width, in comparison to plan dimensions of 8.5 feet by 14 feet on



both sets of plans, one of the only places where the plans are in agreement. I am not an expert on either Spitfires or scale plans, but I feel that the conversion certainly looks the part.

The Spitfire Mk.XII was very successful in its intended role, and there are several conversions and kits available in all of the popular scales. Falcon of Wellington, New Zealand, produces a 1/48th scale Spitfire conversion set which includes the Mk.XII. The conversion set is intended for the old Airfix Mk.Vb kit, it is still on the market and it is very well done. Airwaves also produces a 1/48th scale conversion intended for the Airfix/Otaki Mk.VIII and one can order it from Hannants in the UK. In 1/72nd scale the avid modeler can choose from the Brigade conversion or the Paragon conversion set, which was also produced in 1/32nd and 1/48th scales. It is intended for the Tamiya Mk.Vb kit in 1/72nd scale and may no longer be available. Model News released a crude complete kit several years ago. Czech Master Resins also released a brand new all resin kit this year. I have not seen this kit but reviews of it are very positive. It is also expensive. The Brigade Models conversion is not of the same quality as the Paragon conversion or the Czech Master kit but is a cheaper alternative to both and I think that a careful and patient modeler can build a good model from it. Recommended!

(The Brigade Models conversion set retails for approximately \$25 and is available directly from Brigade Models via airmail from the following address: Brigade Models c/o Beaney's, 55 West Street, Sittingbourne, Kent ME10 1AN, England. You can reach them via e-mail at [brigademodels@bopenworld.com](mailto:brigademodels@bopenworld.com))

References:

- 1) *Modeler's Datafile #5: The Supermarine Spitfire (Part Two: Griffon Powered)*, SAM Publications, 2001.
- 2) *Aircraft Modeler International, Spitfire Special*, 1999.
- 3) *Spitfire In Action*, Aircraft No.39, Squadron/Signal Publications, 1980

## NABBROKE Time: Aurora Fokker Triplane

by Scott Kruize

From time to time, I step onto my soapbox and exhort fellow club members to set aside your current resin-based, photo-etch-festooned, contest-winning masterpiece for a short time, and just build again some old kit you built in the past: a Nostalgic Aging Baby Boomer Real Old Kit Experience. It's been a while since I've done so. Here we go:

One of the gifts at my 11th birthday party was the Monogram B-58 Hustler—with weapons-pod dropping action!—and I was

That's how I came by the Aurora "Famous Fighters" Fokker Dr.1 Triplane. I remember it as if it were yesterday. Quite a feat: that was forty-four years ago...of course, I CRS about what happened yesterday, much less last week...

Anyway, this was my second in Aurora's WWI series. I'd already done the Nieuport 28, for although normally I did modern jets, the Nieuport was a gift, and had to be built. It was a struggle to get together, particularly those eight separate struts, which meant sixteen separate ends, that had to be glued to two wings, which meant sixteen separate holes, and all at once. Of course I had no tweezers or graph paper, no instant-setting super-glue...and no patience! But it hooked me.



hooked on modeling forevermore. Before then, I foolishly squandered my allowance on roll-caps, 'Milk Shake' candy bars, and Pez dispensers and refills. But once I acquired a Purpose in Life, I'd save my allowance and try to catch rides with Father, whenever he'd take the car for early evening errands to the liquor or hardware store. Unhampered by Mother, we'd sometimes take a side-trip to a store that had models. On a few occasions Father would let me keep my allowance and spring for a kit himself!

So now I made off with this second Famous Fighter from Thunderbird Drug Store. At the time, I had no understanding of why a triplane would be sent into the aerial battlefield. Father examined the box art, and - thinking like the architect he was - suggested perhaps the triplane arrangement permitted a larger, sturdier, more capable fighter than the small flimsy biplanes. But he wasn't sure. Ever since I started school, I've been encouraged to find things out for myself with the help of



the library, another epochal life-changer that's persisted to this day. At Idlewild Elementary's, there were books about World War I warplanes. They explained that even by WWI standards, the Fokker triplane was exceptionally small. Its three wings give lots of lift in a compact span, making for a steep climb and a high degree of maneuverability. No wonder the machine was the mount of aggressive fighter pilots like Werner Voss and the Red Baron.

I found the plane much easier to build than the Nieuport. There was a little fussing with the cabane struts, but the two lower wings glued firmly into the fuselage, and joining them to the upper wing was fairly simple with just one slender interplane strut on each side.

For years the model hung from a thread, with the rest of my collection, from my bedroom ceiling. It even survived our move from Lakewood to Kent. It was finally taken by my son, who liked model airplanes for a while, but never developed my interest in modeling. Left behind in my scrap box - which also survived the years between my modeling - were the molded display 'grass' patch with wheel chocks, the identification plaque common to all Aurora kits, and the mechanic. I'm not dependent on memory alone for color of the main moldings: a dark metallic maroon.



The only negative memory of the build, back then: what a struggle it was to press decals down into the engraving. I don't think they perfectly matched...

Once safely back in modeling, I haven't missed a single year of attending the Puget Sound Model Expo in Puyallup. I particularly look forward to raiding the Swap Meet there. Last year, across its crowded aisleway, something called to me: the box art of a genuine Aurora "Famous Fighters" Fokker Dr.1 model...

I opened the top... Oh, there's a difference: the main moldings are plain bright red; an even better match to the box art! Everything seems to be here, and all for a modest \$18! I'll take it: if nothing else, I know a little effort on eBay would get me more than that.

But the kit continued to call to me, even after I got it home. You'll understand when I say that it wanted me to build it, and I wanted to, in return. Calmly, though, I checked what kind of 'fortune' I'd be giving up. An eBay Advanced query, for 'Completed Sales Only', showed they weren't going for that much money. Perhaps I'd forego only about \$20. So far, so good... but what would the rest of you think? I dutifully described my find to all of you at IPMS and NWSM meetings. No one leapt to their feet, demanding it be

given up to a collection, nor did anyone accuse me of committing sacrilege, should I dare take X-Acto knife and glue to the kit. So I did!

There are only 26 parts in the kit, and they're simple: no elaborate engineering, but the fit's pretty good. The perpetual reference to recessed-vs-raised panel lines was side-stepped; there are no lines! Nor is there any attempt to simulate fabric texture. Such details as are there aren't bad, though. There are tiny control horns molded into the ailerons, elevator, and rudder, with control-cable exit points engraved under the stab. Spokes are embossed into the outer wheel hubs, and a boss with bolt-heads on the prop hub. Just aft of the cowl is engraved a small access plate, and the engine shows pretty sharp fins, spark-plug leads, and crankcase bolts. Rib relief and the trailing edge scallops give a good, unobtrusive impression of wing cover shrinkage. The machine guns seem to be the right size and shape, and although they have next-to-no engraved details, the pilot figure makes up for that.



He's got a thick fleece-lined collar, gloved hands in position to grip a joystick, a leather helmet with goggles pushed up above the eyes. The only fair criticism that can be leveled now at this old kit is that there are ejector-pin marks in a few awkward places, such as the upper surfaces of the two lower wings, and under the elevators. For 1962, overall, this is good quality.

The detail fittings - wheels, guns, engine - were molded in black, so just like way back then, when it was time to paint, I used only a little brown, flesh, and silver. An important part of the NABBROKE experience is to savor the molded kit colors, and not commit the sacrilege of painting everything the way we do now. (This also accounts for the great speed with which we finished a model back then, usually an hour or so after starting.) So of course I wasn't now going to paint the whole plane, especially since the bright red of the new kit's main moldings were a better match to the box art than the dark metallic maroon of my first kit.

But what about the markings? The decal sheet was complete, but yellowed, curled, and cracked. Could I find recently-made markings to fit the engravings? Wait! I used to think those had been put on out of contempt for little kids; that manufacturers must've thought we were too stupid to locate the decals properly without them. But just recently, in a nostalgic book about the old kit makers, I read a somewhat mollifying remark: they figured some builders would paint over the engravings, and not use the decals at all.

There's an idea. A little black paint, a little white, a finer brush than I had as a kid, a little Tamiya masking tape that I would never even have conceived of back then...and mainly, more patience, and it was done. I sprayed a coat of clear gloss to emphasize the red plastic's shine, and there was my reborn 1962 model. A tiny notch better than I could have done back then...it would have sent me into fits of pride.

(Zounds and Gadzooks...how can I be the same kid, building the same model, when forty-four years have passed in between...?!)

No serious modeler would touch this kit today, particularly not you guys, in search of a contest-winning entry. Other, newer, better-engineered kits are out there, and in accurate scales. Besides, to return to the matter of old original Aurora releases on



eBay: I got back much of my 'investment' just by selling the box there!



But SMER has the molds, which haven't aged or worn much, so far as I can see, and they've been reproducing this kit for some time. If you're willing to tolerate the slightly-odd 'box' scale (SMER lists it as 1/44th; close enough), you could build it anew, just for the heck of it, for next-to-nothing. You know what I mean - the SMER kit can be found for about ten bucks, a sum beyond our comprehension way back then, when the Aurora "Famous

Fighters" were 79 cents...but our allowance back then was about 50 cents. Our efforts during the "Dark Ages" ought to yield some monetary return now!

Their latest re-release has new box art and two color schemes on a fine modern PropagTeam decal sheet: one with straight-sided crosses that approximate the engraving (still present); the other set with curved-arm (Maltese?) crosses. You'd have to take your 3M wet-or-dry pads to those surfaces. And no matter what, you're going to have to paint the whole thing: the new moldings are all just plain light gray!

Well, maybe you don't care about doing a NABBROKE, per se, like I do. On the other hand, isn't this kit just the perfect candidate for a Jasta Schweinhimmel? One thing I know for certain: every last man jack of you - and, I suspect, our few female colleagues, too - shares the same kind of fantasy begun so many years ago, and kept up to this day: we each long to be a fearless World War I 'Flying Ace'! Here's a chance to reach back into the past...not quite as far back as The Great War, perhaps, but pretty far back, all the same...and go for the glory!

**DB-7 Conversion***from page 9*

slide the fiber optic in the hole with the navigation light sitting proud. It was all of five minutes work.

Similarly, the antennae were pretty easy to do. I used 11b Tippet line (from a fly fishing store) to do it. First I had to drill small pilot holes everywhere necessary. I strung very tiny wire casing (insulation), gluing them in place with CA to represent the insulators. It was easy work; I like that!

The only thing left at this point was to use a silver quilting pencil to find likely places this aircraft would have had chipped paint. I did all this under a light at my hotel room in Kansas City!

**Conclusions:**

Building something this unique is very rewarding in itself. I knew fairly early on what kind of time and energy I would be able to put into this model, but was dead set on having the model in Kansas City. I built a timetable that would complete the model in time for the show, and managed to have it mostly there (with some problems that I still need to address). Although it didn't score at the Nationals, it got a lot of positive attention, and in the end I was quite proud of it.

There are so many to thank; from getting words of wisdom to essential pictures, and decals made, I had a lot of help in the process and that made it more fun too! I recommend trying to do a scratch conversion; it feels like real modeling and the result will almost surely be quite unique.

**References:**

Warpaint No 32. *Douglas Boston/Havoc*; Richard Caruana, Hall Park Books Limited

*French Aircraft from 1939-1942*; Breffort, Jouineau, Histoire et Collections

Wingmasters No 3, *L'Aviation Francaise au Combat*, Histoire et Collections

*L'aviation française de bombardement et de renseignement - 1918/1940*; Raymond Danel and Jean Cuny

Personal photo library of John Alcorn

Related Internet Sites;  
[http://www.csd.uwo.ca/~pettypi/elevon/baughner\\_us/a20-01.html](http://www.csd.uwo.ca/~pettypi/elevon/baughner_us/a20-01.html)

<http://www.uswarplanes.net/a20.html>

<http://www.answers.com/topic/douglas-db-7>

[http://avia.russian.ee/air/usa/douglas\\_db-7.html](http://avia.russian.ee/air/usa/douglas_db-7.html)

**PrezNotes***from page 1*

year to each chartered IPMS/USA chapter, to be used as a reward for the chapter member who has done the most for the chapter that year. As announced at the awards banquet by IPMS/USA president Jack Kennedy at the IPMS/USA national convention in Kansas City, as each chapter renews its charter this year, IPMS/USA will notify Meteor, who will in turn send a certificate directly to the local chapter.

Meteor president Dave Klaus said in his letter proposing the program to the IPMS/USA Executive Board members:

"IPMS/USA is a great organization. The club has done a huge amount of good for the entire scale modeling community over the last 40+ years, and has successfully kept the flame alive through some of the tough times in the hobby.

But, **people** make IPMS/USA what it is. It's the hundreds of folks who put in the countless—unpaid!—hours who give

IPMS its heart and who make good things happen for the rest of us.

As a small way of saying "thank you" to those who give IPMS its heart, effective immediately, we are donating one \$25 gift certificate directly to each chartered IPMS/USA chapter each year.

We hope each chapter's leadership will use it as a valuable reward for a deserving chapter member who has done the greatest good for the chapter that year. Everybody appreciates the thanks they receive, but nothing beats cold, hard cash!

This gift certificate is good for any products Meteor sells, including sale merchandise, which could further increase its value. We put no restrictions on the use of this gift.

The gift certificate program is intended to reward individual IPMS/USA members for helping their local club. Each club will decide for itself how to award its gift certificate and Meteor is not involved with this local decision.

Per the request of the IPMS/USA national leadership, Meteor will send each gift certificate only after receiving notification from the IPMS/USA E-Board that the local chapter has renewed its charter for 2007. IPMS/USA will, as usual, notify its chapters of the details for charter renewal.

Meteor may expand this program to IPMS organizations outside the US in the future, but no firm decision on this has yet been made."

That's it (for now...)

...we'll see you at the meeting

*Terry*



## Arlo Schroeder

by Paul Ludwig

I'd made plans to attend the IPMS Nationals in Kansas City in August and last spring I told Arlo Schroeder by mail that I was going. I had visited him at his and his wife Kathryn's home in Valley Center, Kansas a few years ago following another Nationals, after I saw a photo of his Curtiss F-11C or BF2C in his house. The photo was shown in the *IPMS Quarterly* with a story about Arlo. Arlo asked me to stop by this past August and I did. Arlo also uses e-mail and we kept in touch about my planned visit. I rented a car and drove from KC.

I've always been attracted to very large scratchbuilt scale models and it was years ago that I first saw one of his models at a convention. I believe it was his F6F which he has donated to the Navy museum. John Alcorn featured Arlo and his models in John's book *The Master Scratchbuilders*.

A few conventions ago Arlo brought a model but he was in a motorized wheelchair and we talked. He told me about the book, *The Buzzard Brigade - Torpedo Squadron Ten at War*, by Stephen L. Moore, Bill Shinneman and Robert Gruebel - the published history of perhaps the Navy's greatest TBF/TBM squadron, VT-10, in World War Two. At a visit at what used to be called the Air Force Museum I saw the book in the gift shop and bought it. Later, Arlo autographed it but someone stole it so I bought another from one of the three authors, William J. Shinneman, who was ARM1c in VT-10. William's brother John R. flew F6Fs in VF-10.

Recently Arlo donated his models of the T4M, SBU-1, F2F, F8F, F2A-2, F4B-2, J2F, SBC-4, N2S, TBD-1, P2Y-2 and PBM to the National Museum of Naval Aviation. The museum staff, according to Arlo, sent "two fellows from the museum (who) came to pick them up in a specially purchased trailer, on 20th June." All he has left are "some really good pictures of them on a CD disc" and the F-11C, P-26, a Waco, and

one other big model and some others in his hand-built display case. He also has the first scratchbuilt model he'd made which was the TBF in which he flew as the ball turret gunner in some of the heaviest action of World War Two in the Pacific. Arlo engineered the wing fold hinge so perfectly that you can fold or spread the wings and they lay exactly as they should either way! Many of you know that he made a model of the TBM that former President Bush flew in the war and handed the model to Bush in the White House.

What you may not know is that Arlo and his pilot and another crewmember were in a famous air combat action on 7 April, 1945 - the day the *Yamato* was sunk, and that their Avenger flew right over the top of it on their way to sink the *Yahagi*, a light cruiser of 8,500 tons.

VT-10 began life in April, 1942 as VRT-10 and in October the squadron aboard the *Enterprise* sailed with Air Group 10 for the southwest Pacific and first saw action on the 25th near Guadalcanal. Other combat actions occurred daily before retiring on the 27th to New Caledonia. Stephen L. Moore, author of the book, said "the enemy offensive had been repelled for the first time" in the war. After returning to action in November, VT-10 flew ashore on Guadalcanal to begin combat operations from land and "ten miles east of Savo" Navy aircraft encountered a battleship, one cruiser and four destroyers. Torpedo Ten and others pounded the *Hiei* twice in one day and damaged her so badly the Japanese Rear Admiral aboard moved his flag to a destroyer and on Friday, November 13th she was scuttled by the Japanese. She was "Japan's first battleship loss of the war, and the first battleship sunk by the U.S. Navy since 1898." VT-10 would have a go at another battleship later in the war.

The first combat tour ended and in April, 1943 the Big E went to California. In January, 1944 back aboard the *Enterprise* VT-10 was re-formed and AMM2c Arlo E. Schroeder joined the squadron from his job as plane captain at NAS Puunene, Maui. Air Group 10 spent part of the late

summer at NAS Sand Point and some flying included "parades near the air station" in the sky. The Big E departed Bremerton in November for Hawaii and more training. In January the *Enterprise* departed for the Pacific.

The new Task Force headed for The Marshalls, Taroa, and Kwajalein. Taroa was attacked on the 29th with Arlo aboard Ensign Orbie Guthrie's TBF along with ARM3c Earle Lowell, and Kwajalein was hit on the 30th. Truk lagoon was attacked and VT-10 made the Navy's "first night torpedo bombing attack on the early morning of 17 February." Targets were hit on Jaluit. Palau was struck in March. Yap, Ulithi were struck. Woleai followed on 1 April. Hollandia was the target in late April followed by another attack on Truk. The famous battles on and around the Marianas were fought in June. By mid-July the cruise ended with the *Enterprise* in Pearl Harbor. The carrier stayed and the men were shipped to California and given two months rest.

VT-10 was recommissioned in September, 1944 at NAS Quonset Point, Rhode Island and in November the squadron moved to Martha's Vineyard to train. In November they moved to Groton, Connecticut. In January, 1945 the squadron received improved TBM-3s that "smelled new." Departure for the west coast was scheduled for the end of January and they went in February arriving at Livermore. VT-10 flew aboard the *Intrepid* (now a floating museum tied up on the west side of Manhattan Island in New York.) The warship and crew departed for Hawaii in February, 1945, leaving Pearl Harbor on 3 March for Ulithi Atoll. By that stage of the war targets included those on the Japanese homeland and Kyushu's Oita airfield was struck on 18 March. Kure was hit next.

When the fleet prepared to support landings at Okinawa, VT-10 was among the first squadrons to strike targets. On 6 April, U.S. submarines scouting the movements of the Japanese fleet reported that "the composition included the biggest prize of them all - the mighty *Yamato*!" On 4 May the damaged *Intrepid* was sent

home. After refitting it sailed to make air strikes on Wake Island in July to continue to Eniwetok but on 6 August the first atom bomb was dropped on Hiroshima. Arlo's war was over.

Arlo is a very dignified, tall and quiet gentleman and his lovely wife Kathryn keeps close watch on him. She was once an instructor in the famous Link Trainer in the U.S. Marines. Until recently they kept a Link in their garage for possible restoration. Next to their house is a grass strip from which Arlo made flights in his aircraft. Their house is split-level and they had electric lifts built on stairs so Arlo can get up and down with ease. He has a library of uncommon breadth on aircraft he admires and like all scratchbuilders he hand-crafts engines and interiors from materials many modelers would overlook.

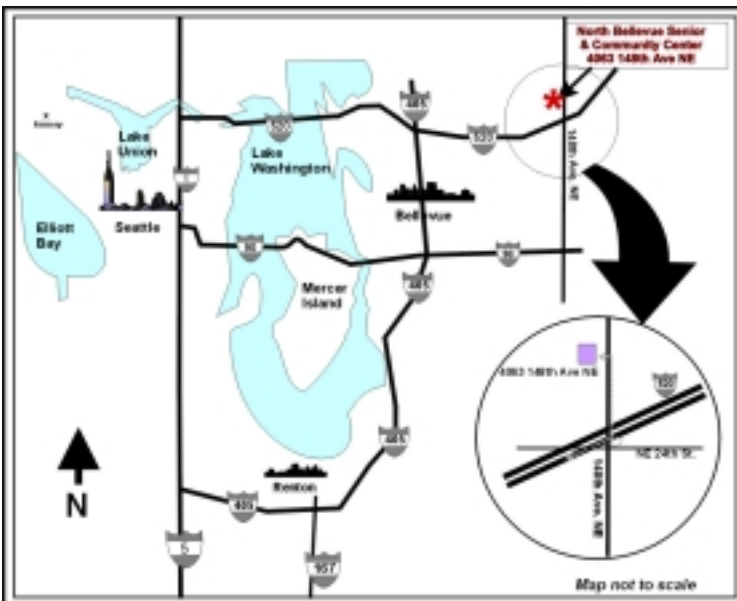
It was an honor to meet and know Arlo and see a real master scratchbuilder at work and admire his few remaining models.

*Left to right: Arlo Schroeder, AMM1c; Lt. (jg) Orbie Guthrie; and Earl Lowell, ARM2*



## Meeting Reminder

**October 14**  
**10 AM - 1 PM**



**North Bellevue Community/Senior Center**  
**4063-148th Ave NE, Bellevue**

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.